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COUNTRY East Germany

REPORT

SUBJECT Gross Doelln Airfield: Waldlager II
and Construction of New Fueling Points

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report concerning 25X1

Waldlager II and planned construction of new fueling points at the Gross
Doelln airfield. The report includes a sketch (not to scale) of Waldlager II.

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GROSS DOLLN AIRFIELD: WALDLAGER II & NEW AIRFIELD CONSTRUCTION(Mid-Dec 56 - 6 Jan 57)

APPENDIX "A":- Sketch plan (not to scale) of WALDLAGER II.

1. WALDLAGER IIWASHINGTON ONLY

- (a) No dimensions of the site or indication of the position of the buildings in relation to kilometre stones or Jagens was given.
- (b) The dimension of the buildings given on Appendix "A" are only approximate except that the depth of the well of 12 metres is correct and it is known that it is only to provide domestic water supplies for the site and engine sheds at the end of the railway spur.
- (c) The four buildings alongside the rail spur were marked as storage sheds as follows:-
 - (i) OELLAGER MIT VORWÄRME
 - (ii) FASSLAGER
 - (iii) FASSLAGER
 - (iv) KALTLAGER (OEL OHNE VORWÄRME)

It is interesting to note that although (ii) and (iii) above were also with heating, they were named FASSLAGER as opposed to OELLAGER.

- (d) The engine shed and workshop is to be built at the end of the second rail spur.
- (e) Fuel off-loading points (ENTNAHMESTELLEN) approx 5 in number, will be between the two rail spurs.
- (f) The fuel installation at WALDLAGER II is to be connected with No.1 fuel installation by means of two long distance pipes:-
 - (i) The first of these pipes will be approx 9 kilometres in length following the track of the main rail spur serving the airfield, at a distance of 12 metres from the rails and at a depth of approx 1½ metres; steel pipes will be used with a diameter of 150 mm.
 - (ii) The second pipe line will follow the track of the main road to GROSS DOLLN, entering the airfield at a point near KLEIN DOLLN and joining up with No.1 fuel installation.

2. NEW CONSTRUCTION.

- (a) Five aircraft re-fuelling points are planned for construction in 1957. From these re-fuelling points it will be possible to pump

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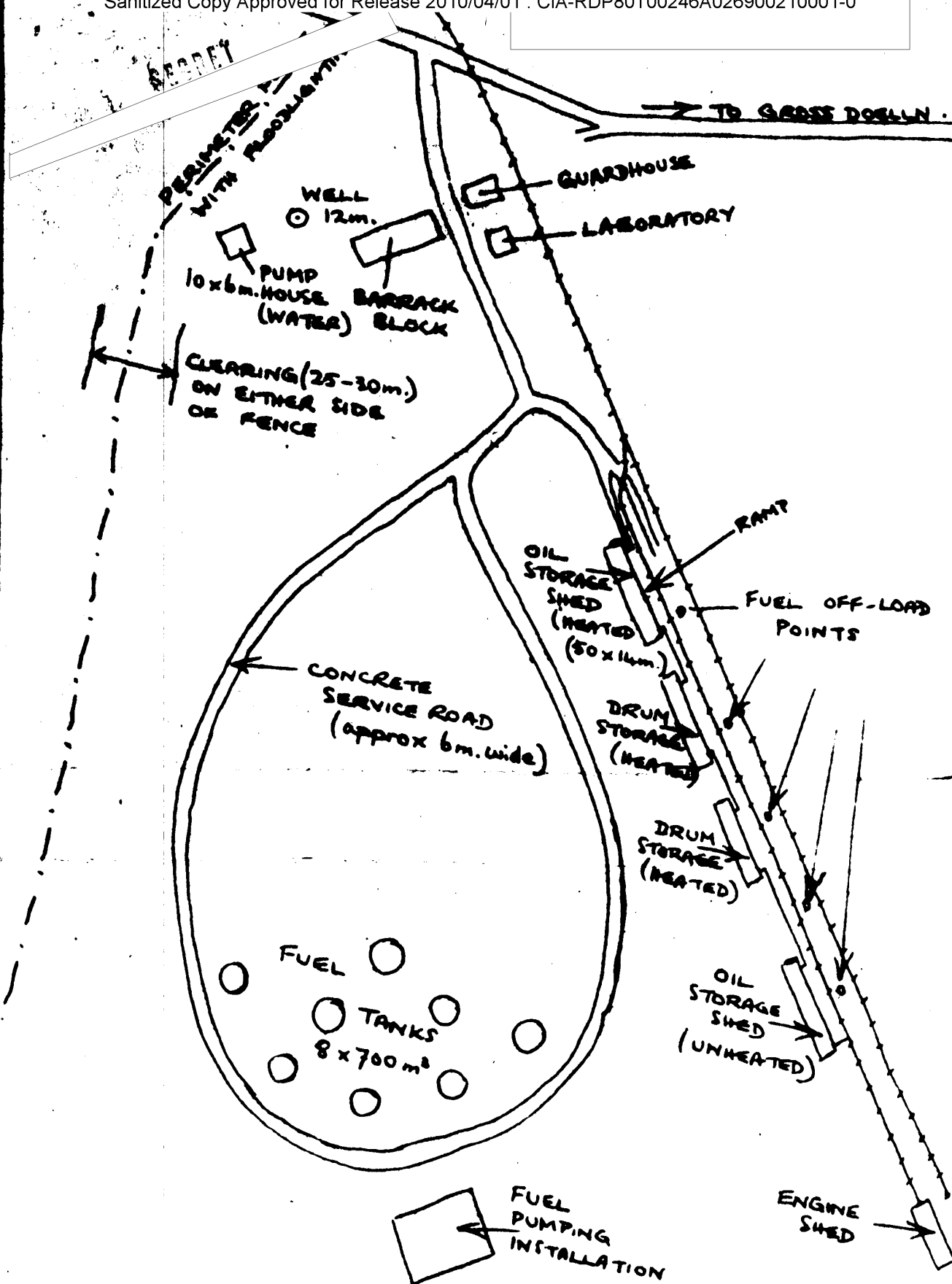
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fuel direct from WALDLAGER II or No.1 fuel installation direct to the aircraft. The approx location of three of the re-fuelling points is:-

- (i) to serve the ladder-type hardstanding at the Eastern end of the taxi-track parallel to the EAST WEST runway.
 - (ii) approx 700 m. EAST of the large hardstanding situated between the Eastern end of the EAST WEST runway and the a/m ladder-type hardstanding.
 - (iii) at the Northern end of the cleared area which extends NORTH EAST into the woods from the Eastern end of the EAST WEST runway.
- (b) The location of the other two re-fuelling points is not yet known.
- (c) Three brick-built garages, each for 20 vehicles are to be constructed on the site of the MT park.

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